

Welcome

I-580

HOV LANE PROJECT

Public Information Meeting

Wednesday, March 19, 2003 in Pleasanton

6:30 - 9:00 P.M.

TRI-VALLEY
TRANSPORTATION COUNCIL



Welcome

I-580

HOV LANE PROJECT

Public Information Meeting

Tuesday, March 25, 2003 in Livermore

6:30 - 9:00 P.M.

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TRANSPORTATION COUNCIL

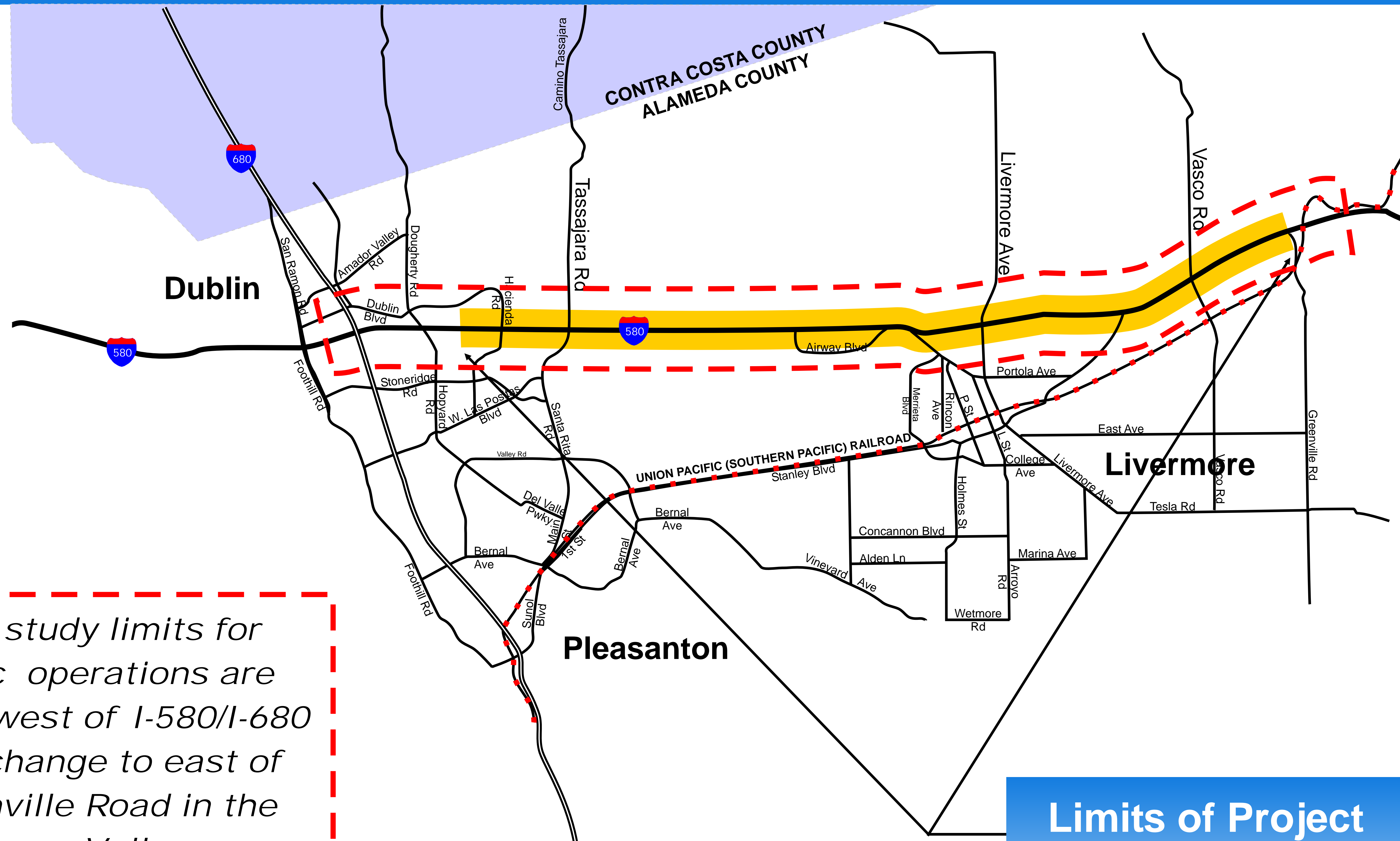




HOV LANE PROJECT

Project Location

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** The study limits for traffic operations are from west of I-580/I-680 Interchange to east of Greenville Road in the Livermore Valley.*

Limits of Project Alternatives *



HOV LANE PROJECT

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Meeting Purpose & Agenda

Purpose of meeting:

- **Inform the public about the project.**
- **Provide opportunity for comments and questions.**

Agenda:

- **6:30 - 7:30 p.m. *Open House***
- **7:30 - 8:00 p.m. *Presentation***
- **8:00 - 9:00 p.m. *Q&A/Comments Session***



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Project Description, Purpose & Need

Project Description:

- ***The I-580 HOV Lane Project would construct HOV (carpool) lanes in the I-580 corridor. Study limits are from west of the I-580/I-680 Interchange to east of Greenville Road in the Livermore Valley.***

Project Purpose & Need:

- ***Reduce congestion and delay and improve traffic safety and operations while encouraging use of alternative transportation modes.***



HOV LANE PROJECT

Project History

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- ***1995 - Tri-Valley Transportation Council Action Plan recommended HOV lanes extended to Livermore***
- ***1997 - Metropolitan Transportation Commission includes I-580 HOV project in master plan and regional planning document***
- ***2000 - Governor Gray Davis signed Assembly Bill 2928, comprehensive transportation funding measure***
- ***2001 - \$25 million allocated for I-580 HOV Lane Project from Tassajara Road to Vasco Road***
- ***2001 - Caltrans prepared Project Study Report***
- ***2002/2003 - Caltrans and ACCMA began environmental and engineering studies***



HOV LANE PROJECT

Project Schedule

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2002

2003

2004

2005

2006

2007

2008

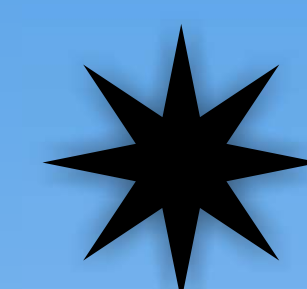
2009



Environmental Studies of Alternatives



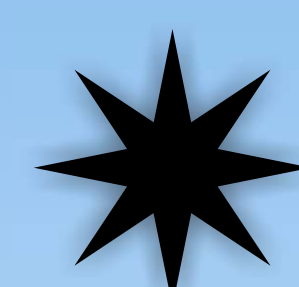
Public Information Meeting



Public Information Meeting



Public Review & Environmental Approval



Public Meeting on Environmental Document



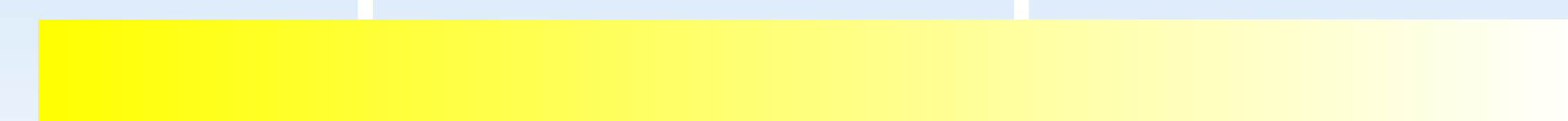
Engineering Design



Advertise for Contract Bids



Today



Construction

Note: Schedule pending resolution of State budget



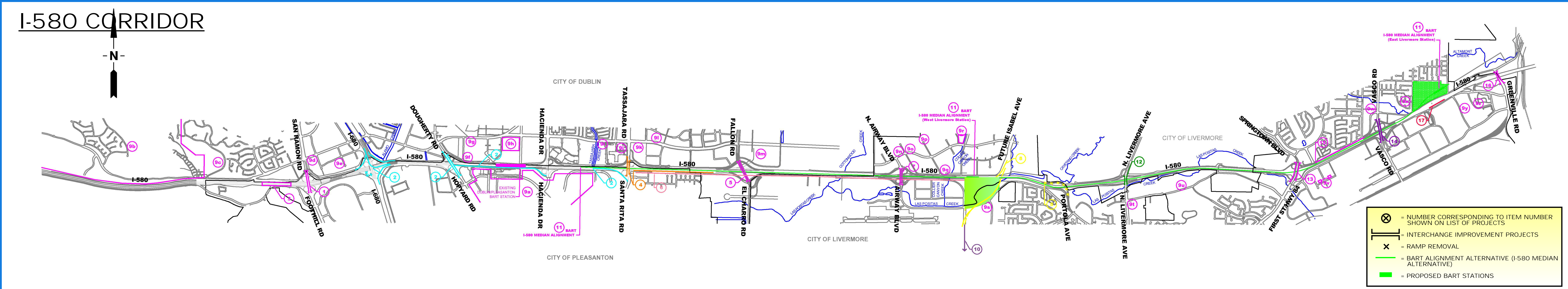
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Planned Improvements in the I-580 HOV Lane Corridor

- The project is coordinated with various other transportation improvement projects in the corridor (shown below).
- The project alternatives do not preclude BART extension in the median (by others).



Item No.	Project Name and Description	Sponsor(s)	Project Status
1	I-580 and Foothill Rd/San Ramon Rd Interchange (R21.2/R22.0, EA 284801)	City of Dublin (100% locally funded)	in Design
2	I-580 and I-680 Interchange (Various Improvements along I-680 I-580 and Hopyard Rd/Dougherty Rd Interchange New Alamo Canal Bridge Relocated/Rebuilt Johnson Dr 2-lane Direct Connector from SB I-680 to EB I-580 2-lane Connector from NB I-680 to EB I-580 I-580 Widening from Hopyard Rd to Hacienda Dr I-580 Widening from Tassajara Creek to Santa Rita Rd 2-lane Direct Connector from SB I-680 to WB I-580 2-lane Direct Connector from WB I-580 to NB I-680	Various Federal, State, Counties: Alameda, Contra Costa, Cities: Dublin, Livermore, Pleasanton, San Ramon, Danville, Tri-Valley Trans Dev and BART	Construction Open to Traffic - 2/02
3	West Dublin BART Station (west of San Ramon Rd)	BART	Planning
4	I-580 and Tassajara Rd/Santa Rita Rd Interchange and EB Auxiliary Lane (Santa Rita Rd to El Charro Rd) (16.9/18.2, EA 257703)	City of Dublin (100% locally funded)	Construction Started
5	I-580 and Fallon Rd/El Charro Rd Interchange Modifications(16.4/17.4, EA 257601)	City of Dublin (100% locally funded)	Design (On-Hold), Pending completion of I-580 and Tassajara/Santa Rita Interchange
6	I-580 Auxiliary Lane Project (Santa Rita Rd to Airway, and to new Isabel Ave depending on funding) (15.3/17.7, EA 23420K)	ACTIA (100% locally funded)	On-Hold, pending status of I-580 Corridor HOV Corridor Project
7	I-580 and Airway Blvd Interchange	City of Livermore	Completed (Caltrans Accept - 4/01)
8	I-580/Isabel Ave Interchange (Relocated Route 84): Isabel Route 84/I-580 Interchange (2 alignment alternatives) Removal of WB-on and EB-off Portola Ave ramps to I-580 (13.4/15.7, EA 171300)	Various Federal, State, Alameda County and City of Livermore	Envr (Draft ED - Summer 2002) Design (35% PS&E - 7/02)
9	Redevelopment Projects: a - Hacienda Peoplesoft Development (20.6 acres) (within I-580, Old Santa Rita Rd, Arroyo Mocho Canal and Hopyard Rd) b - Schaefer Ranch Development - (500 acres) (north of I-580 adjacent to western City limits, boundary at Schaefer Ranch Road undercrossing) c - Valley Christian Center Master Plan (51.1 acres) (7500 Inspiration Dr) d - Corrie Center Phase 2 (1.1 acres) (7550 Dublin Blvd) e - Jones Lang L Salle/BART (Orix Real Estate) (7.3 acres) (Golden Gate Dr north of I-580)	City of Pleasanton City of Dublin City of Dublin City of Dublin City of Dublin	Construction Started (First Phase) Inactive Envr (EIR On-Going) Planning (Approvals) Planning (Review)

Item No.	Project Name and Description	Sponsor(s)	Project Status
f	Dublin Volkswagen (2.0 acres) (6085 Scarlett Ct - northeast corner of Scarlett Dr and Scarlett Ct)	City of Dublin	Construction Started
g	Arlen Ness (2.1 acres) (6050 Dublin Blvd)	City of Dublin	Construction (Permit Issued)
h	Transit Center (61.5 acres) (south of Dublin Blvd between Arnold Dr and Ironhorse Pkwy)	City of Dublin	Planning (Review)
i	General Motors Auto Mall (15.0 acres) (south of Dublin Blvd, east of Miller Ct, north of I-580)	City of Dublin	Construction
j	Koill Dublin Corporate Center (34 acres) (south of Dublin Rd, west of Tassajara Rd, north of I-580)	City of Dublin	Construction
k	E. Dublin Property (37.0 acres) (south of Dublin Rd, east of Tassajara Rd, north of I-580)	City of Dublin	Planning
l	Dublin Ranch Town Center Areas F & H (33.9 acres) (north of Dublin Rd, east of Tassajara Rd)	City of Dublin	Planning (Approvals)
m	East Dublin Annexation (1,100 acres) (east of Fallon Rd, north of I-580)	City of Dublin	Planning (Approvals)
n	North Canyon Partners LLC (1.1 acres) (333 N. Canyons Pkwy)	City of Livermore	Completed - 5/6/02
o	North Canyon Partners LLC (1.1 acres) (365 N. Canyons Pkwy)	City of Livermore	Construction
p	Tri-Valley Technology Park (1.8 acres) (3099 Independence Dr)	City of Livermore	Planning (Review)
q	Tri-Valley Business Campus (0.6 acres) (northeast corner of Constitution Dr & Independence Dr)	City of Livermore	Planning (Review)
r	Shea Properties - Shea Business Park (6.6 acres) (2837 Collier Canyon Rd) & Residential - Western Pacific Vineyard Terrace (96 units) (west of Collier Canyon Rd, north of N. Canyons Pkwy)	City of Livermore	Planning (Review) Construction
s	Airport Executive Centre (3.4 acres) (southwest corner E. Airway Blvd and Rutan Dr)	City of Livermore	Planning (Approvals)
t	Eighty-Eight & Associates (0.6 acres) (southeast corner N. Livermore Ave and Las Positas Rd)	City of Livermore	Planning (Approvals)
u	Las Positas Comrd (Valhalla Ent/Synergy Invstr) (6 bldgs) (2868 Las Positas Rd)	City of Livermore	Planning (Approvals)
v	Avi & Ruth Weizman (0.3 acres) (5162 Preston Ave) & Preston Ave Motel - Best Western (1 bldg - 39 units) (5959 Preston Ave)	City of Livermore	Planning (Approvals) Construction

Item No.	Project Name and Description	Sponsor(s)	Project Status
w	Residential - Altamont Constr for Gabriel Silveira (4 SFR) (1040 N. Vasco Rd)	City of Livermore	Planning (Approvals)
x	Residential - Western Pacific Altamir Meadows (106 SFR) (west of Herman Ave, north of Northfront Rd)	City of Livermore	Construction
y	Greenville Investors LLC (1.1 acres) (401 Lawrence Dr)	City of Livermore	Construction
z	Greenville Investors LLC (1.7 acres) (7551 Longard Rd)	City of Livermore	Construction
10	Route 84 Expressway: 4-lane road along Isabel Route 84/I-580 Interchange from I-580 South to Vallecitos Rd Improvements along Route 84 through Pigeon Pass	Various State, Alameda County and City of Livermore	Planning (Caltrans completing PSR)
11	I-580 Corridor/BART to Livermore Studies: Various alignments including the I-580 Median Alignment Various stations including West and East Livermore	Alameda County and BART	Planning (Studies Funded)
12	I-580 and N. Livermore Ave Interchange Improvements (12.1/12.9, EA 134540)	City of Livermore (100% locally funded)	On-hold, (PSR Approved - 7/00)
13	First St Interchange	City of Livermore	Planning (PSR Completed)
14	I-580 and Vasco Rd Interchange Modification & Reconstruction Project	City of Livermore	Planning
15	WB I-580 Construct soundwall in the westbound direction from 0.9 km west of Vasco Rd to 0.3 km east of First Street Separation (10.3/10.5, EA 283900)	State	Design (Final PS&E - 6/02)
16	I-580 and Greenville Rd Interchange and Transit Village	City of Livermore	Planning (PSR Approved)
17	Truck Scales Relocation	State	Envr (PA&ED - Fall 2004)
Projects Not Shown in Map:			
	I-580 Corridor Long Life Pavement from Hacienda Dr to Greenville Rd	State	Envr (PA&ED - 10/02)
	ACE Rail	Alameda County	Capital - Planning; Operations - On-Going
	Isabel Ave Extension 2-lane expressway (Jack London Blvd to Concannon Blvd)	Alameda County and City of Livermore	Completed - 2001
	Dublin Blvd Widening and Gap Closure 6-lane local road, parallel to I-580 (Sierra Ct to Dougherty Rd)	City of Dublin	Planning/Design
	Hacienda Dr Ramp Improvement	Caltrans	Completed - 2001
	Ramp Metering at various locations in the I-580 corridor	Caltrans	In Design
	Replace cable median barrier with thrie beam barrier (R8.6/19.6, EA 12.5 on Ala 580, SJ 205/0.1 - 12.5 on Ala 580, EA 150920)	Caltrans	Project on-hold In Design



Project Alternatives Overview

No Build Alternative

- *Under a “No Build Alternative,” the HOV lane project would not be pursued. Other approved projects would continue to go forward. (See Exhibit, “Planned Improvements in the I-580 HOV Lane Corridor,” for a map of other projects in the area.)*

Alternative 1: HOV Lanes in the Median (Tassajara Road to Vasco Road)

- *Variation 1.1: HOV Lanes in the Median, Extended to Greenville*
- *Variation 1.2: HOV Lanes in the Median, Extended to Greenville, with Freeway Widened for Standard Shoulders*

Alternative 2: HOV Lanes Outside the Median with Freeway Widened (Tassajara Rd. to Vasco Rd.)

- *Variation 2.1: HOV Lanes Outside the Median with Freeway Widened, Extended to Greenville*
- *Variation 2.2: HOV Lanes Outside the Median with Freeway Widened, Bus Ramp to BART Station*
- *Variation 2.3: Eastbound only HOV Lanes Outside the Median with Freeway Widened, Extended to Greenville*

Alternative 3: Median Widened for BART with HOV Lanes Outside Median and Freeway Widened (Tassajara Rd. to Vasco Rd.)

- *Variation 3.1: Median Widened for BART with HOV Lanes Outside Median and Freeway Widened, Extended to Greenville*

Alternative 4: Median Widened for BART with Express/HOT (High Occupancy Toll) Lanes Outside the Median and Freeway Widened (Tassajara Rd. to Greenville Rd.)

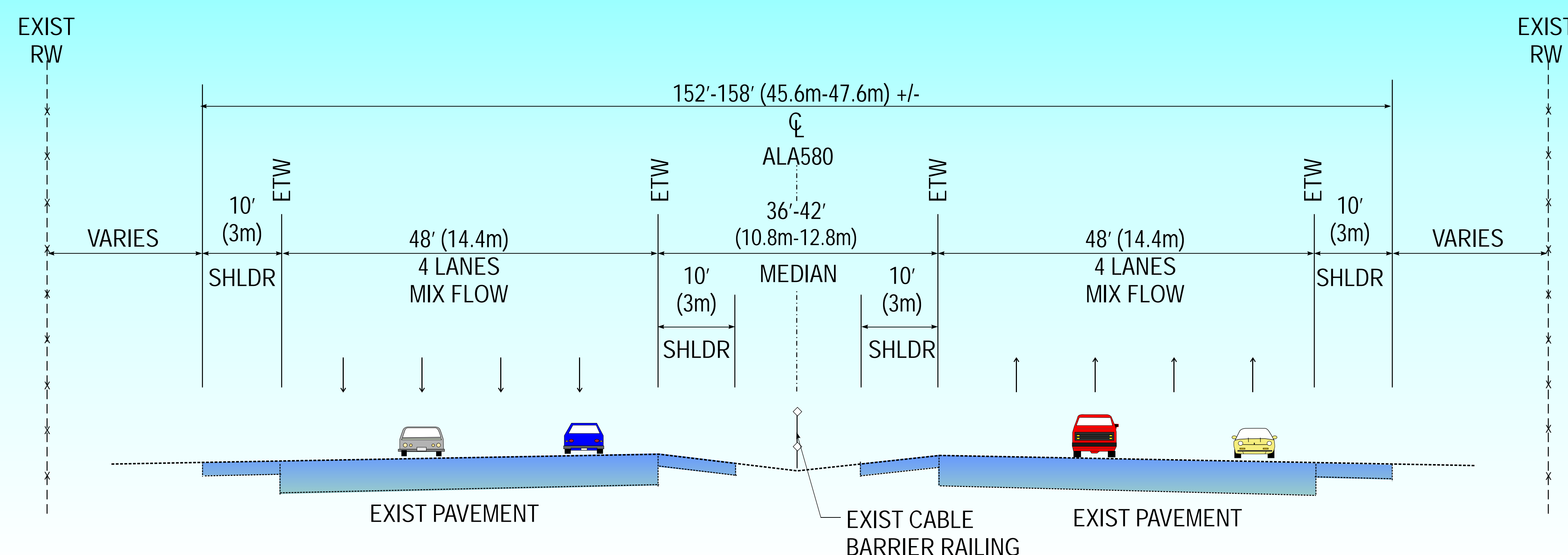


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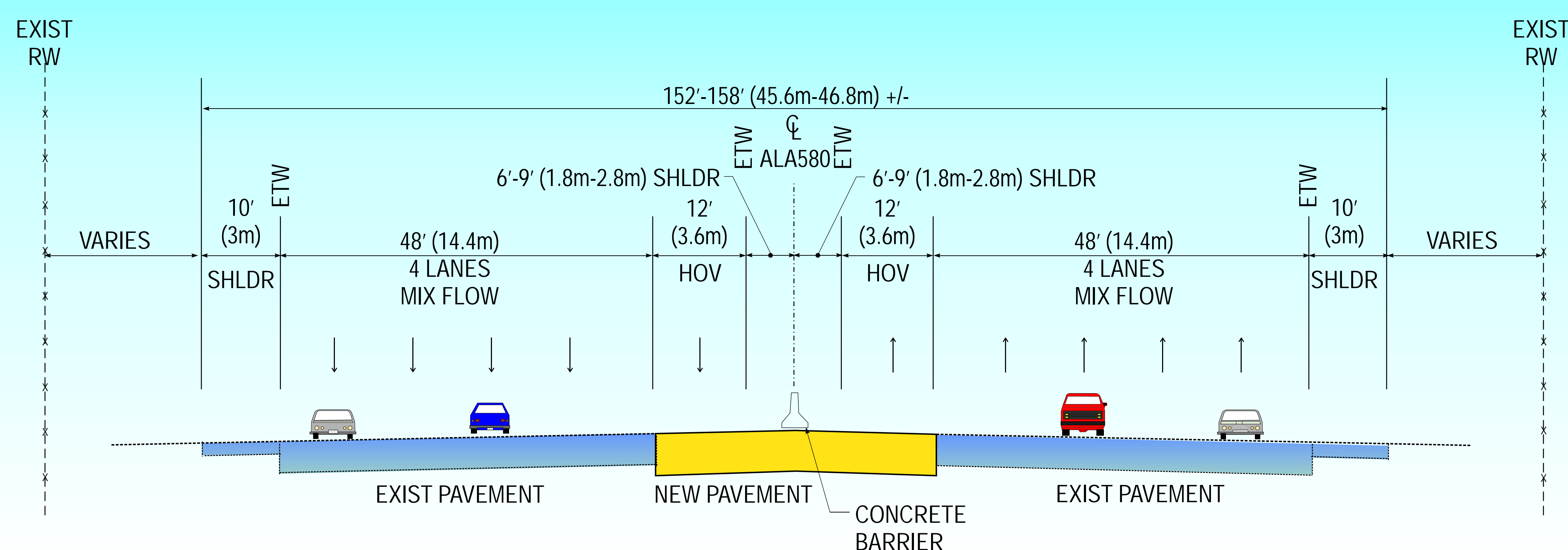
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Alternative 1 and Variation 1.1 - Typical Cross Section



EXISTING TYPICAL SECTION



ALTERNATIVE 1: HOV LANES IN THE MEDIAN (TASSAJARA RD. TO VASCO RD.)
VARIATION 1.1: HOV LANES IN THE MEDIAN, EXTENDED TO GREENVILLE RD.
(Proposed Typical Section Without Auxiliary Lane)



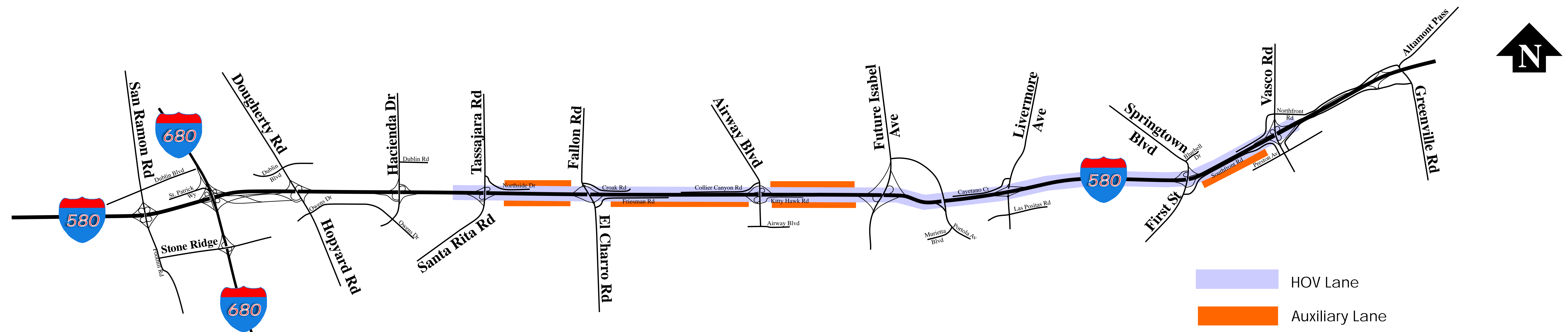
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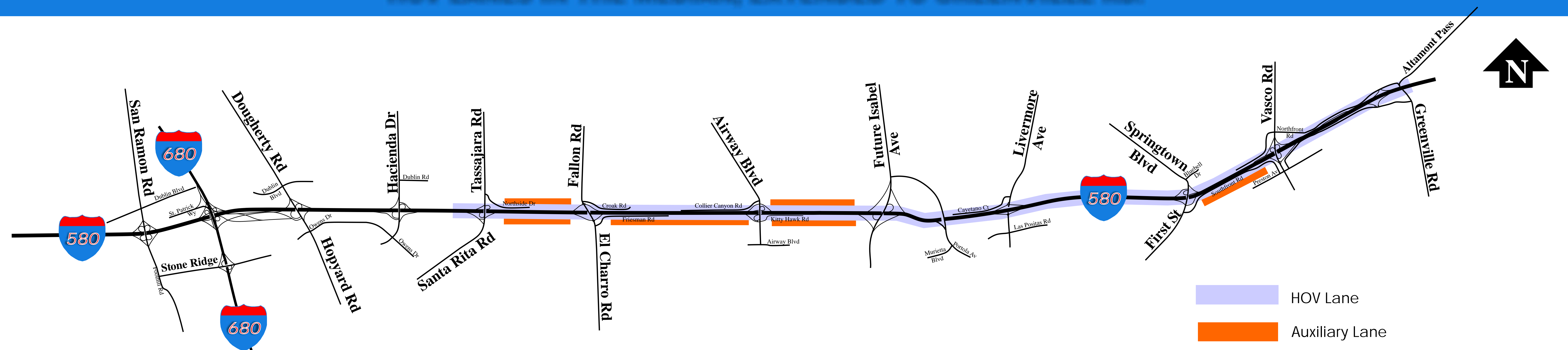
Alternative 1 and Variation 1.1 - Project Limits Line Diagram

Alternative 1 HOV LANES IN THE MEDIAN (TASSAJARA RD. TO VASCO RD.)



Alternative 1 is one of three build alternatives proposed in the Caltrans Project Study Report. The alternative would place an HOV lane in each direction in the existing I-580 median from west of Tassajara Road in Pleasanton to just east of Vasco Road in Livermore. The inside shoulder (or left shoulder) would have nonstandard width in each direction for the length of the HOV lane. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be removed and widening on the outside of I-580 would be necessary to provide for the relocated HOV lanes.

Variation 1.1 HOV LANES IN THE MEDIAN, EXTENDED TO GREENVILLE RD.



Variation 1.1 has the same cross-section as Alternative 1, placing an HOV lane in each direction in the existing I-580 median. The difference is that the eastern project limit is extended from Vasco Road to Greenville Rd in Livermore. The western project limit remains at just west of Tassajara Rd in Pleasanton. Just as in Alternative 1, the median shoulder (or left shoulder) would have nonstandard width in each direction for the length of the HOV lane. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be removed and widening on the outside of I-580 would be necessary to provide for the relocated HOV lanes.

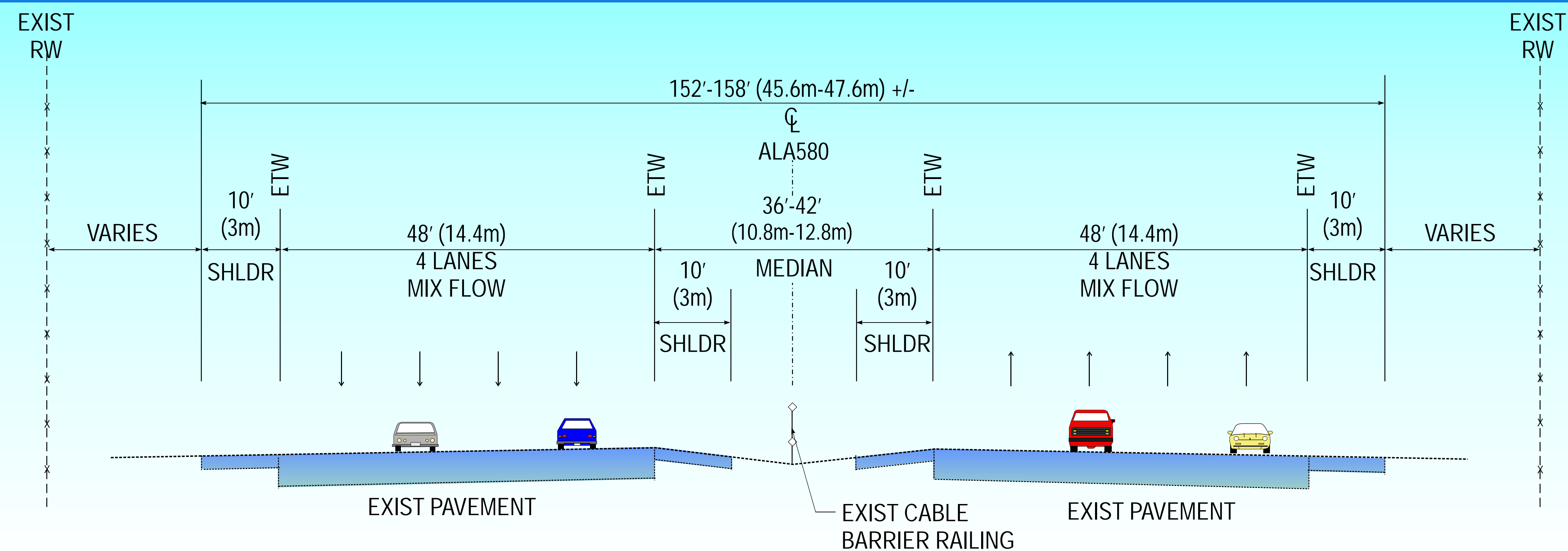


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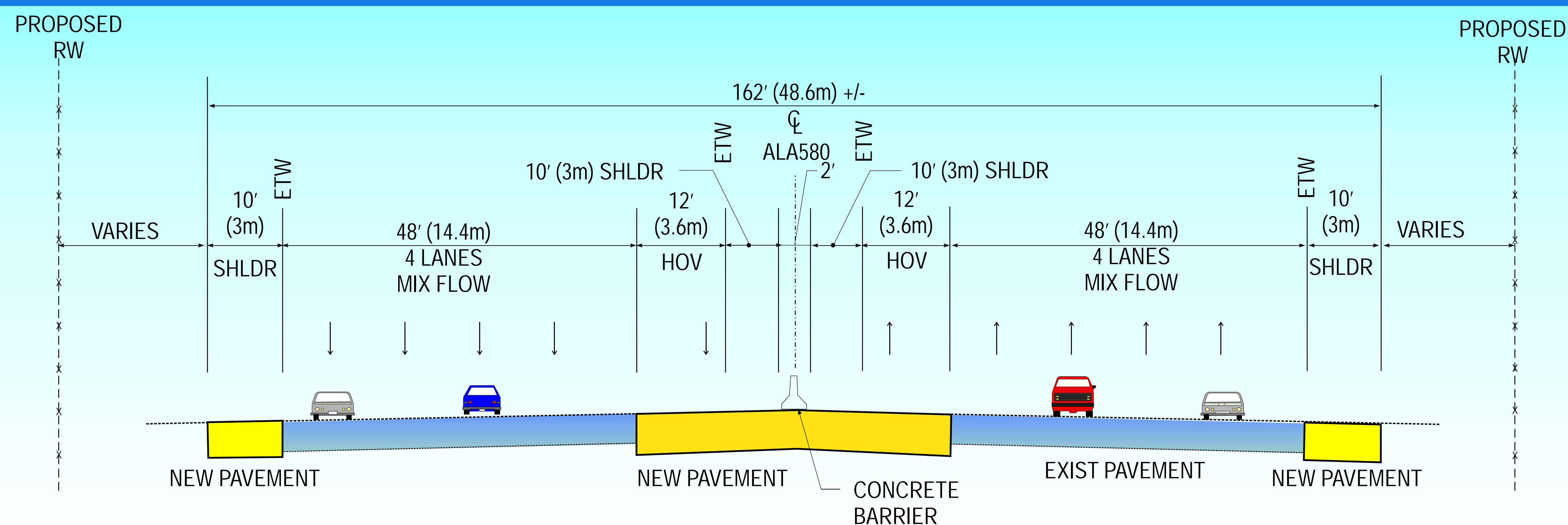
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Variation 1.2 - Typical Cross Section



EXISTING TYPICAL SECTION



VARiAtion 1.2

HOV LANES IN THE MEDIAN, EXTENDED TO GREENVILLE RD., WITH FREEWAY WIDENED FOR STANDARD SHOULDERS
(Proposed Typical Section Without Auxiliary Lane)



HOV LANE PROJECT

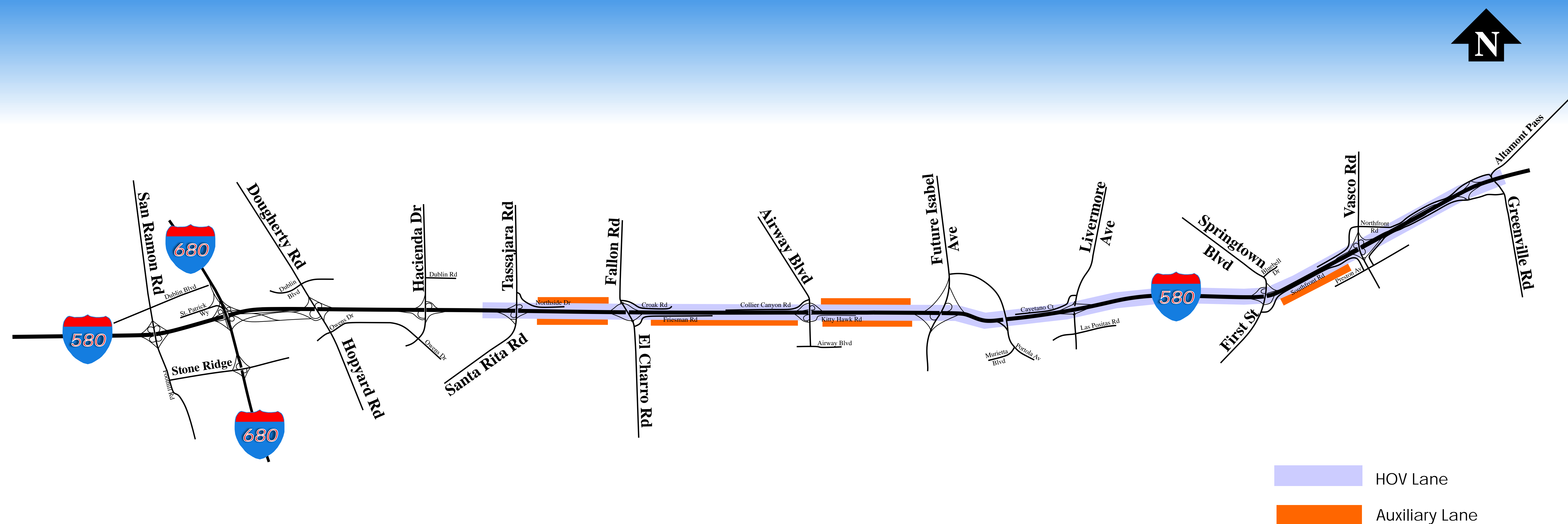
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Variation 1.2 - Project Limits Line Diagram

Variation 1.2

HOV LANE IN THE MEDIAN, EXTENDED TO GREENVILLE, WITH FREEWAY WIDENED FOR STANDARD SHOULDERS



Variation 1.2 places an HOV lane in each direction in the existing I-580 median, similar to Alternative 1. However, the roadway would be widened on the outside to create standard 10-ft-wide inside shoulders in the median. The project limits are the same as Variation 1.1, from west of Tassajara Rd in Pleasanton to Greenville Rd in Livermore. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be removed and further widening on the outside of I-580 would be necessary to provide for the relocated HOV lanes.

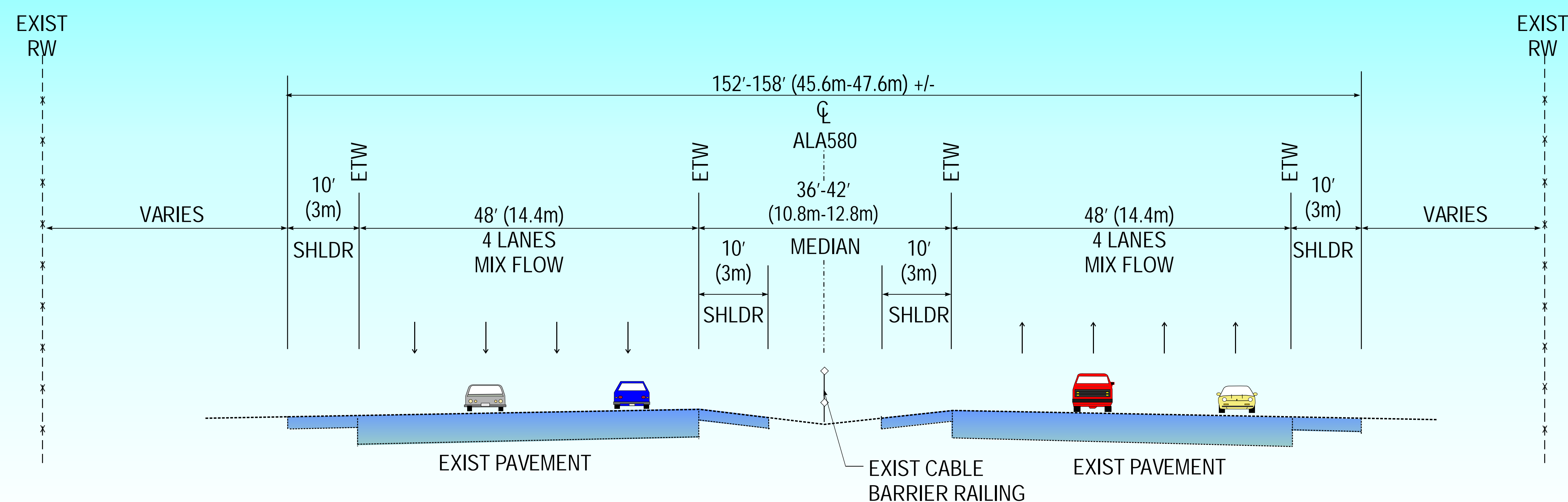


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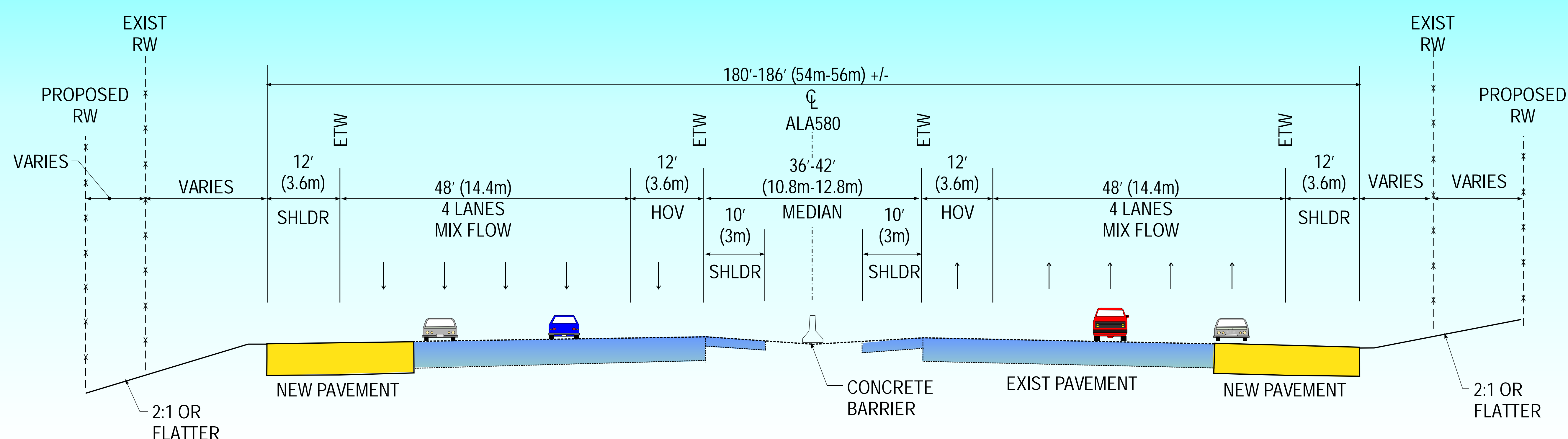


Alternative 2, Variation 2.1 & 2.2 - Typical Cross Section



NO SCALE

EXISTING TYPICAL SECTION



NO SCALE

Alternative 2: HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED (TASSAJARA RD. TO VASCO RD.)
Variation 2.1: HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED, EXTENDED TO GREENVILLE RD.
Variation 2.2: HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED, BUS RAMP TO DUBLIN/PLEASANTON BART STATION
(Proposed Typical Section Without Auxiliary Lane)



HOV LANE PROJECT

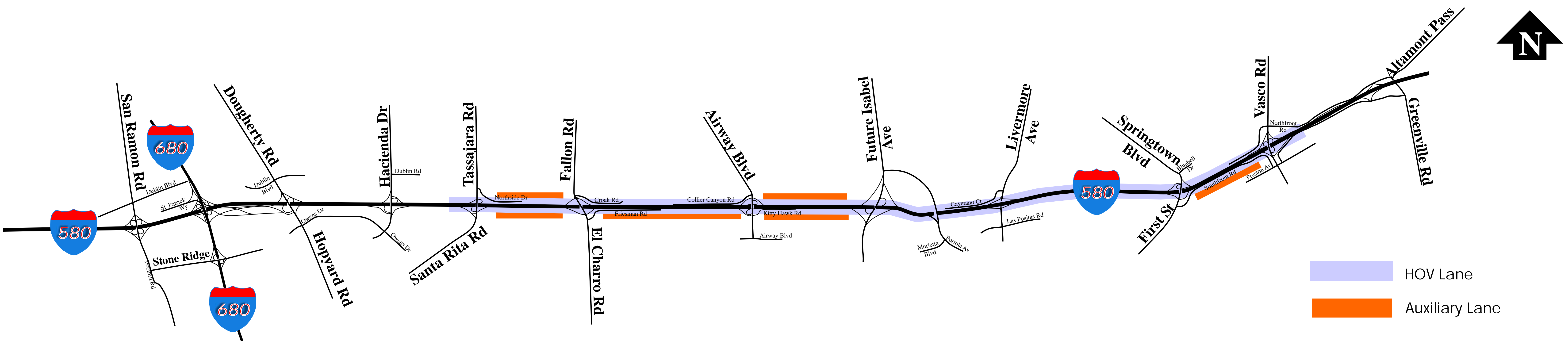
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Alternative 2, Variation 2.1 & 2.2 - Project Limits Line Diagram

Alternative 2

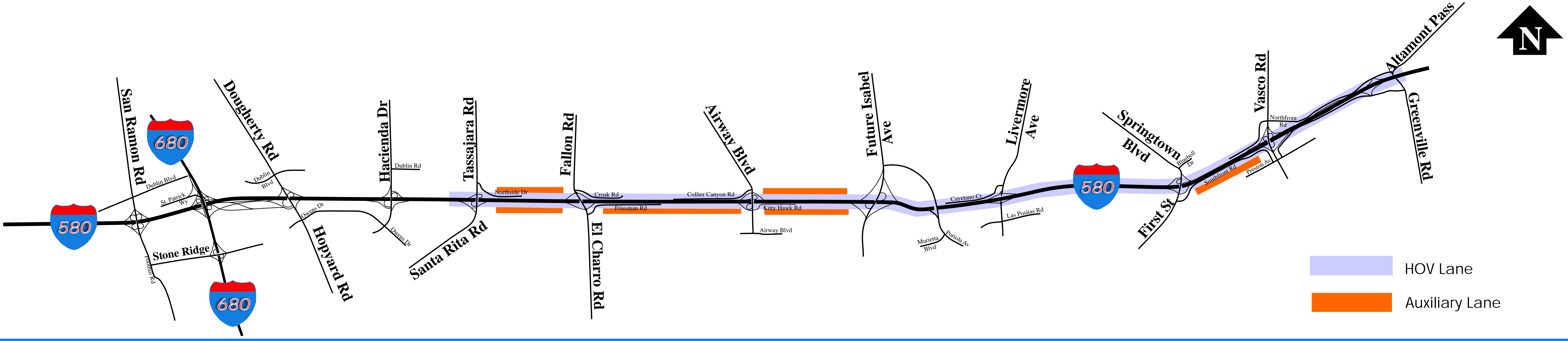
HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED (TASSAJARA RD. TO VASCO RD.)



Alternative 2 is the second of three build alternatives proposed in the Caltrans Project Study Report. The alternative maintains the existing median (which is not wide enough for BART) and widens the existing freeway on the outside. An HOV lane is added along the median in each direction from west of Tassajara Road in Pleasanton to just east of Vasco Road in Livermore. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be shifted outward away from the median and additional widening on the outside of I-580 roadway would be necessary to provide for the relocated HOV lanes.

Variation 2.1

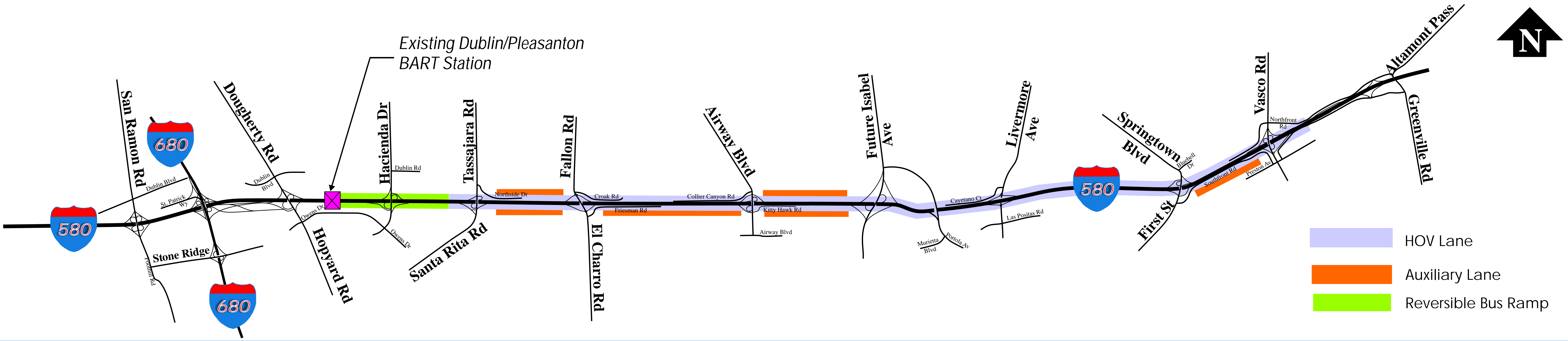
HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED, EXTENDED TO GREENVILLE RD.



Variation 2.1 has the same cross-section as Alternative 2, maintaining the existing median width and widening the roadway on the outside to accommodate the new HOV lanes. The eastern project limit is extended from Vasco Road to Greenville Rd in Livermore. The western project limit remains west of Tassajara Rd in Pleasanton. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be shifted and additional widening on the outside of I-580 roadway would be necessary to provide for the relocated HOV lanes.

Variation 2.2

HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED, BUS RAMP TO DUBLIN/PLEASANTON BART STATION



Variation 2.2 has the same cross-section as Alternative 2, maintaining the existing median width and widening the roadway on the outside to accommodate the new HOV lanes. The project limits for the HOV lanes are the same as Alternative 2 from west of Tassajara Rd in Pleasanton to just east of Vasco Rd in Livermore. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be shifted and additional widening on the outside of I-580 roadway would be necessary to provide for the relocated HOV lanes. In this Variation, a reversible bus ramp would be constructed that connects to the existing Pleasanton/Dublin BART station. (See line diagram above).

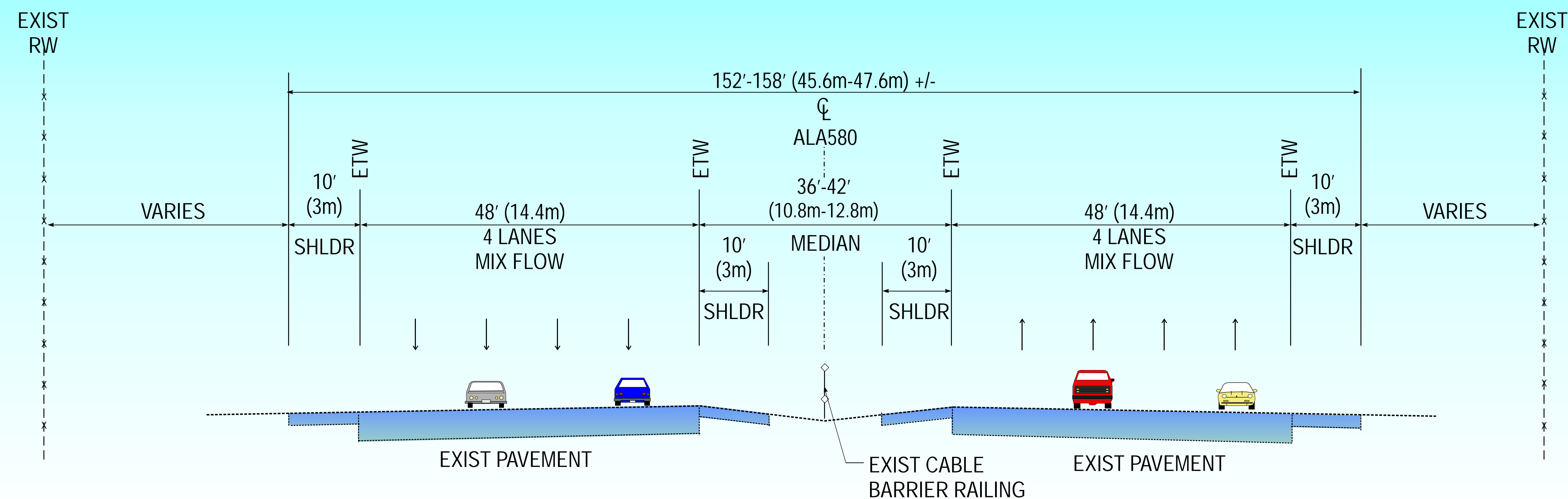


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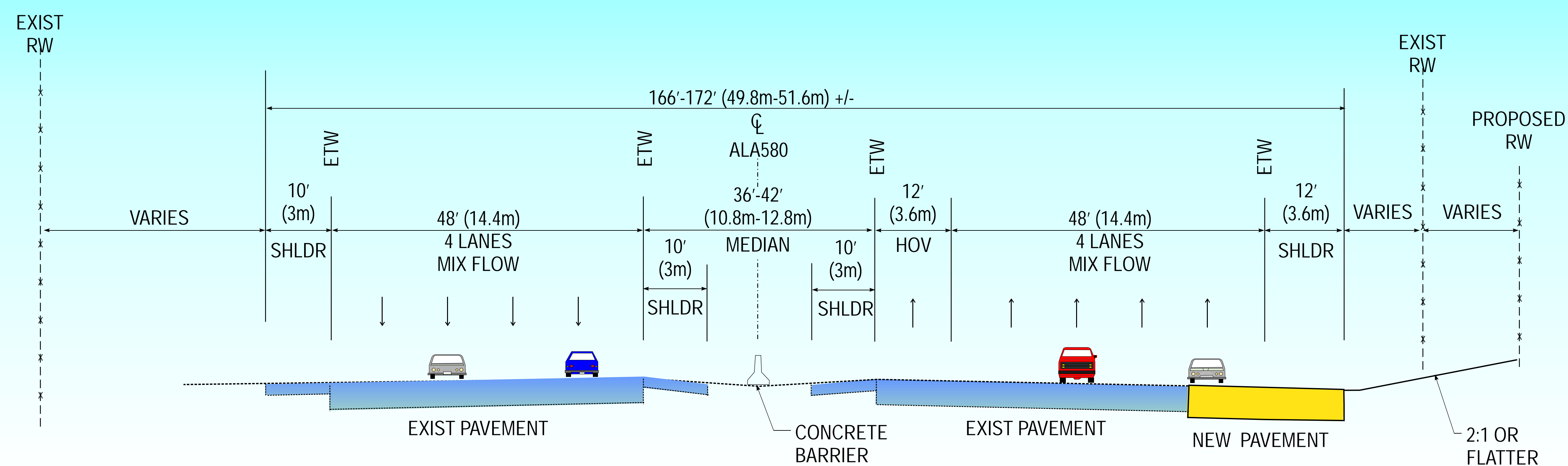
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Variation 2.3 - Typical Cross Section



EXISTING TYPICAL SECTION



VARIATION 2.3

EASTBOUND ONLY HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED, EXTENDED TO GREENVILLE RD.
(Proposed Typical Section Without Auxiliary Lane)



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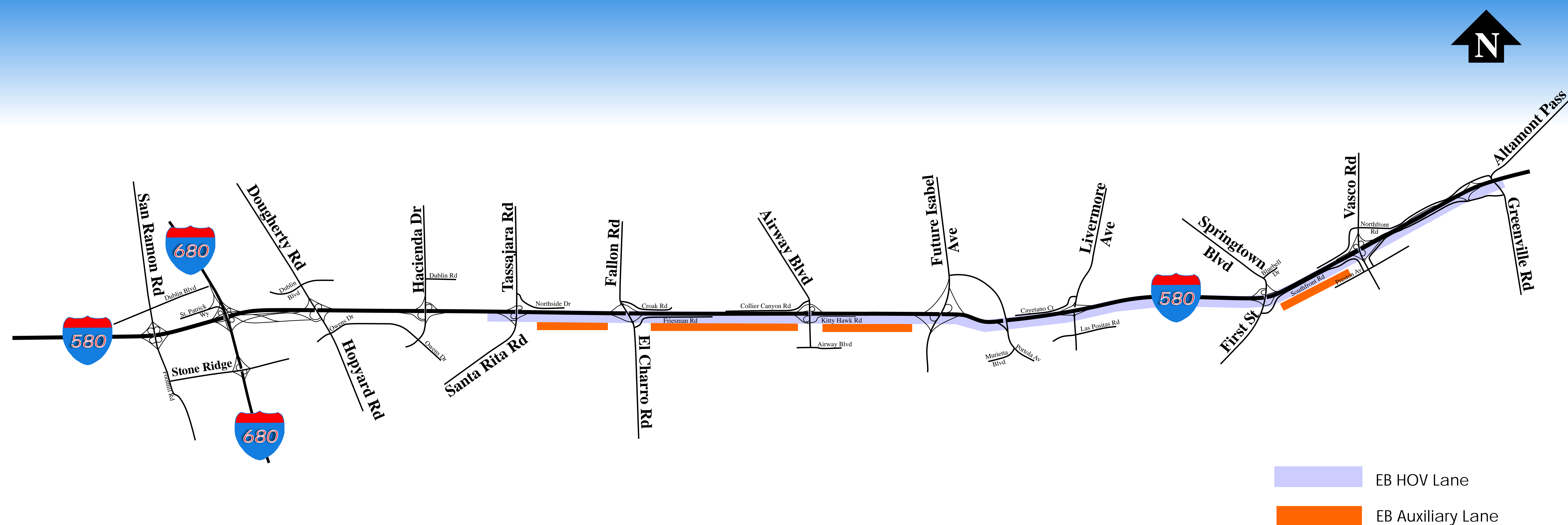
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Variation 2.3 - Project Limits Line Diagram

Variation 2.3

EASTBOUND ONLY HOV LANES OUTSIDE THE MEDIAN, WITH FREEWAY WIDENED, EXTENDED TO GREENVILLE RD.



Variation 2.3 maintains the existing median width, but only provides for an eastbound HOV lane, as the first phase. The westbound HOV lane would be built as funding becomes available. The project limits are the same as Variation 2.1 from west of Tassajara Rd in Pleasanton to Greenville Rd in Livermore. When the BART extension is constructed in the I-580 median (by others), the EB HOV lane would need to be shifted and additional widening on the outside of I-580 roadway would be necessary to provide for the relocated HOV lane.

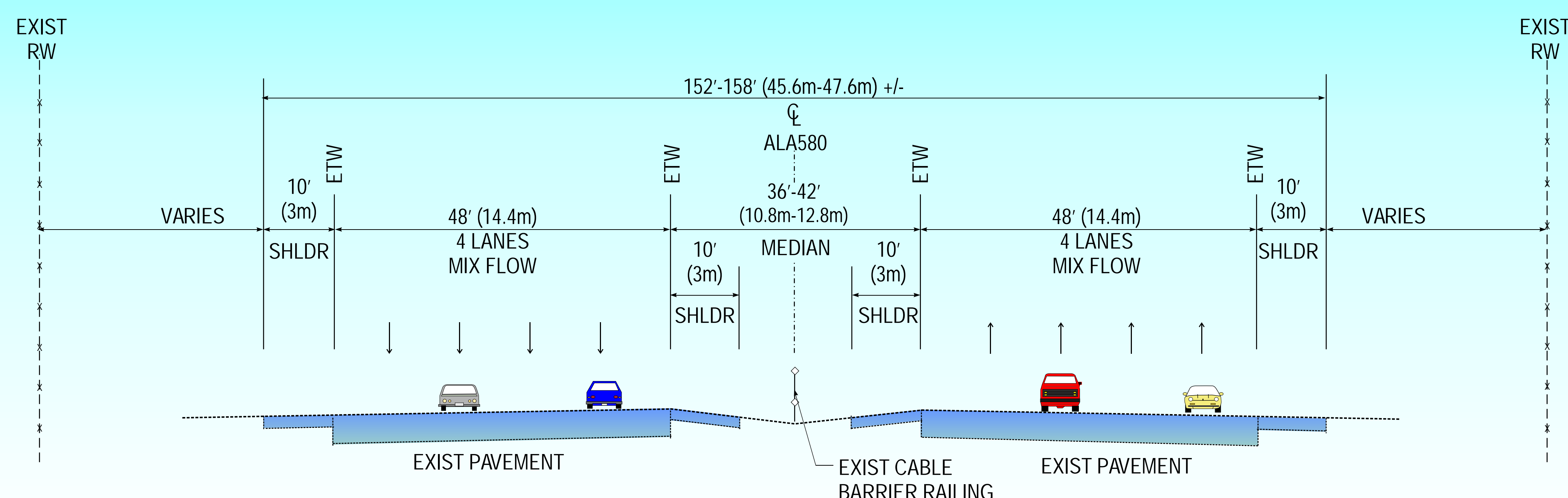


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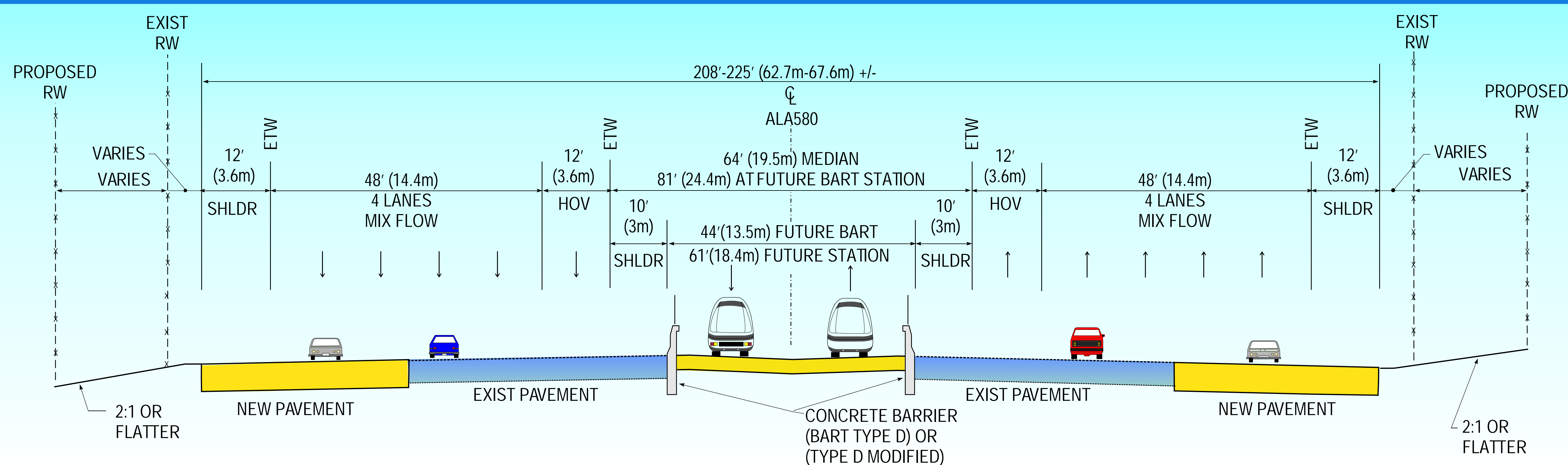
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Alternative 3 and Variation 3.1 - Typical Cross Section



EXISTING TYPICAL SECTION



ALTERNATIVE 3: MEDIAN WIDENED FOR BART WITH HOV LANES OUTSIDE MEDIAN AND FREEWAY WIDENED (TASSAJARA RD. TO VASCO RD.)
VARIATION 3.1: MEDIAN WIDENED FOR BART WITH HOV LANES OUTSIDE MEDIAN AND FREEWAY WIDENED, EXTENDED TO GREENVILLE RD.
(Proposed Typical Section Without Auxiliary Lane)



HOV LANE PROJECT

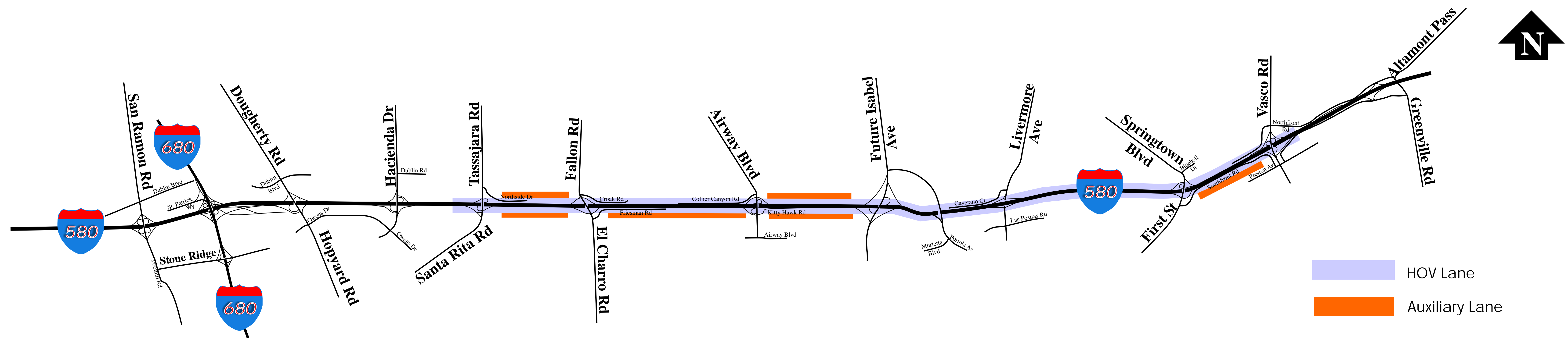
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Alternative 3 and Variation 3.1 - Project Limits Line Diagram

Alternative 3

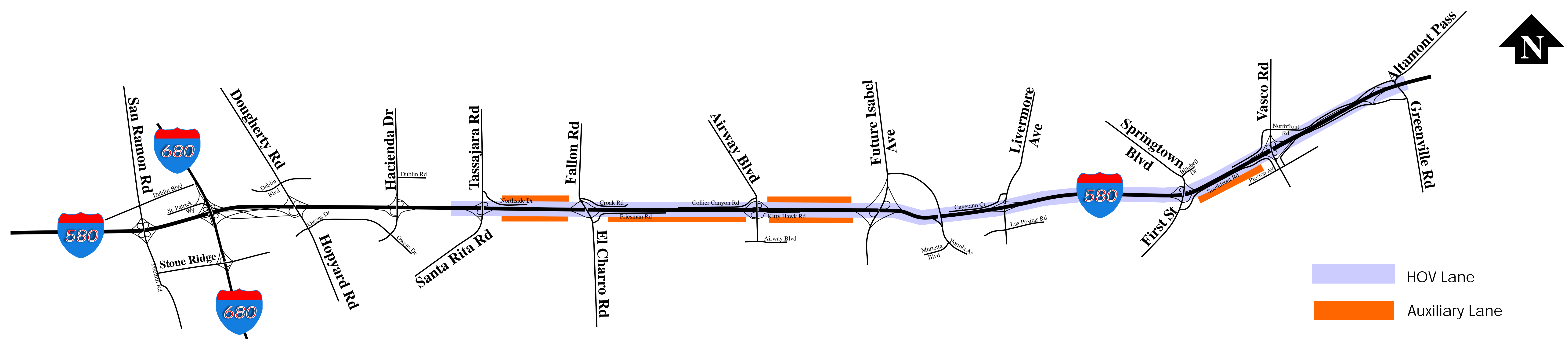
MEDIAN WIDENED FOR BART WITH HOV LANES OUTSIDE MEDIAN AND FREEWAY WIDENED (TASSAJARA RD. TO VASCO RD.)



Alternative 3 is the third of three build alternatives proposed in the Caltrans Project Study Report. The alternative widens the existing median to accommodate BART, and widens the existing roadway for an HOV lane in each direction. The HOV lanes are added along the median in each direction from west of Tassajara Road in Pleasanton to just east of Vasco Road in Livermore.

Variation 3.1

MEDIAN WIDENED FOR BART WITH HOV LANES OUTSIDE MEDIAN AND FREEWAY WIDENED, EXTENDED TO GREENVILLE



Variation 3.1 has the same cross-section as Alternative 3, widening the existing median for BART and widening the roadway on the outside to accommodate new HOV lanes. The HOV lanes are added along the median in each direction. The eastern project limit is extended from Vasco Road to Greenville Rd in Livermore. The western project limit remains west of Tassajara Rd in Pleasanton.

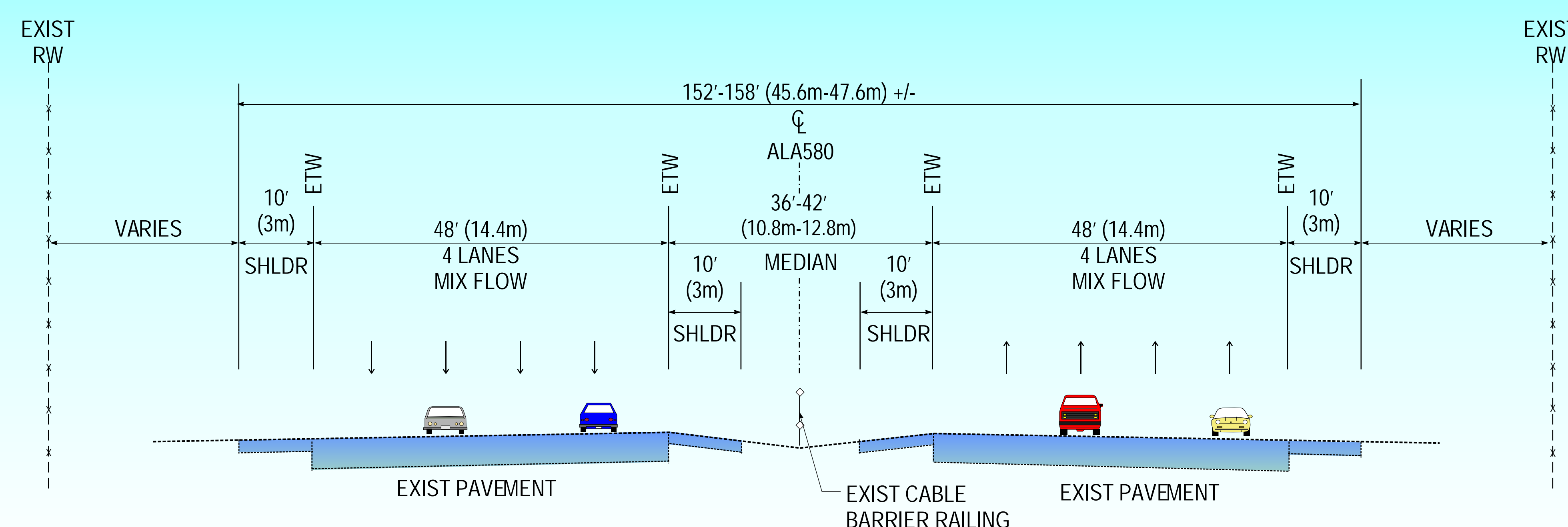


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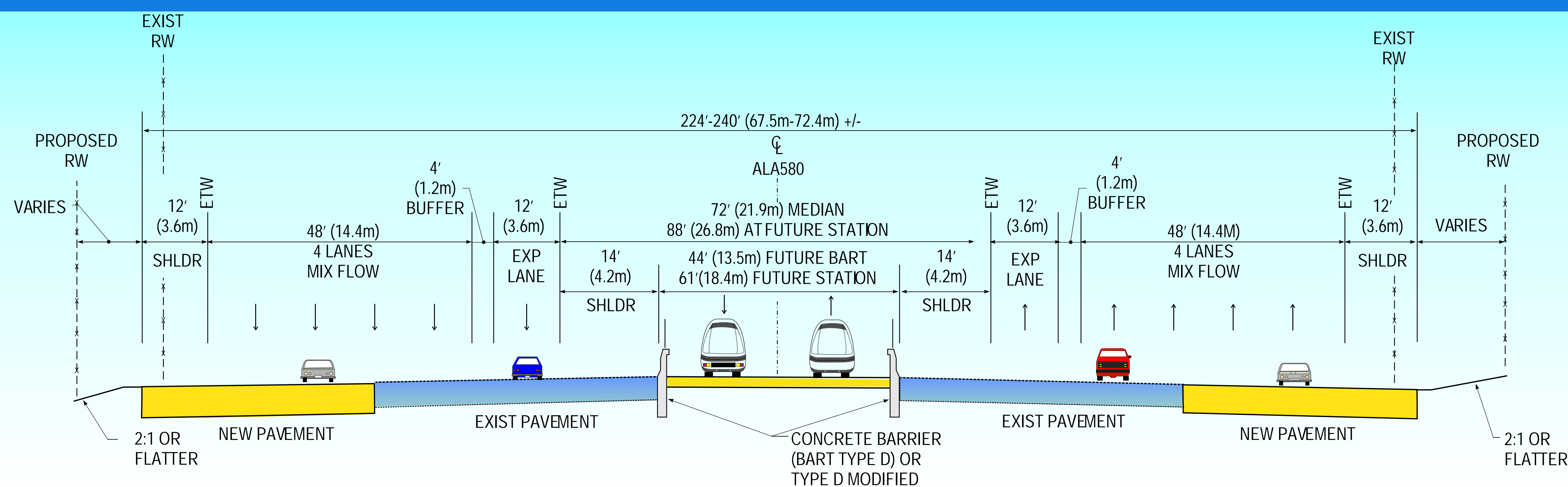


Alternative 4 - Typical Cross Section



NO SCALE

EXISTING TYPICAL SECTION



NO SCALE

ALTERNATIVE 4

MEDIAN WIDENED FOR BART WITH EXPRESS/HOT (HIGH OCCUPANCY TOLL) LANES OUTSIDE THE MEDIAN AND FREEWAY WIDENED
(TASSAJARA RD. TO GREENVILLE RD.)
(Proposed Typical Section Without Auxiliary Lane)



HOV LANE PROJECT

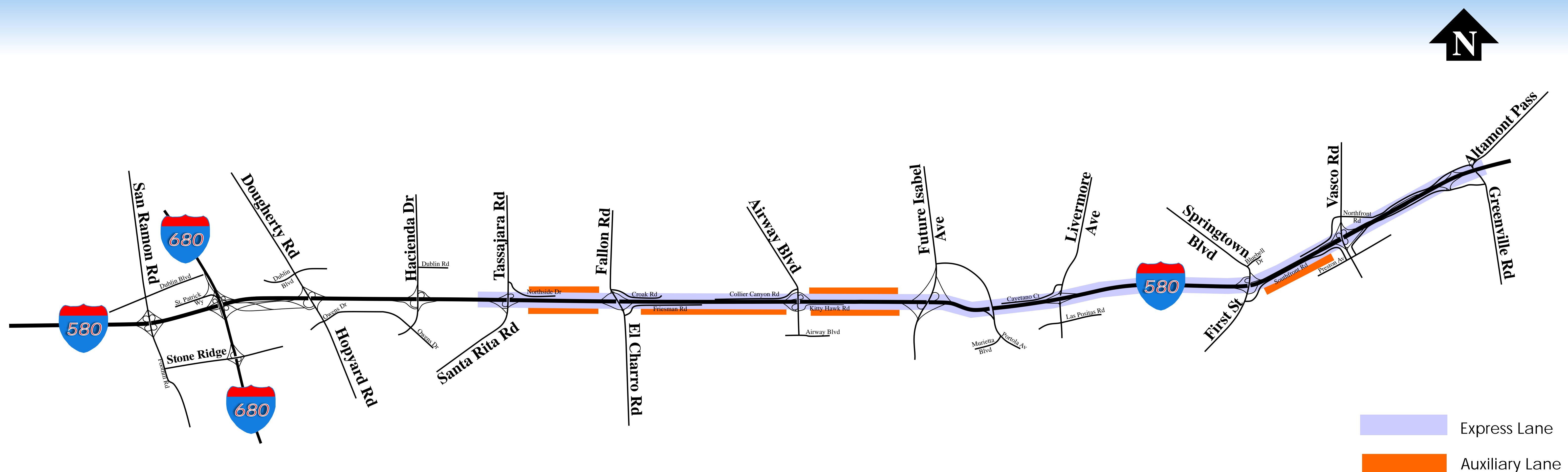
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Alternative 4 - Project Limits Line Diagram

Alternative 4

MEDIAN WIDENED FOR BART WITH EXPRESS/HOT (HIGH OCCUPANCY TOLL) LANES
OUTSIDE THE MEDIAN AND FREEWAY WIDENED (TASSAJARA RD. TO GREENVILLE RD.)



Alternative 4 widens the existing median for BART and widens the roadway on the outside to accommodate new Express (HOT) lanes. The Express lanes are added on the inside lane in each direction from west of Tassajara Rd in Pleasanton to Greenville Rd in Livermore.



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Environmental Process Milestones

Conduct Information Meetings	March 2003
Conduct Environmental Studies	Fall 2002 - Spring 2004
Circulate Initial Study/Environmental Assessment	Spring 2004 - Summer 2004
Conduct Public Meetings/Obtain Feedback	Summer 2004 - Fall 2004
Respond to Comments, Define Mitigation Measures	Late Fall 2004
Adopt Negative Declaration	Early Winter 2004
Adopt Finding of No Significant Effect	Late Winter 2004
Initiate Final Design	Spring 2005
Start Construction	Summer 2007



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Environmental Studies to be Performed

- Aesthetics/Visual
- Air Quality
- Biological Resources/
Endangered Species
- Community Impact/
Relocation Impact/
Socioeconomics
- Cultural Resources
- Energy
- Geologic/Seismic
- Hazardous Wastes
- Land Use/ Farmlands
- Noise
- Traffic/Transportation
- Water Quality/Floodplain
- Construction Phase
Impacts



HOV LANE PROJECT

How You Can Participate

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- Add your name to sign-in sheet for updates, meeting notices
- Complete and drop off or mail comment cards
- Talk to ACCMA and Caltrans representatives present tonight
- Review material on project web site at www.accma.ca.gov
- Attend future public meetings
- For more information, send email to mail@accma.ca.gov or call Jean Hart, Deputy Director ACCMA, at (510) 836-2560



HOV LANE PROJECT

Project Benefits

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- Reduce congestion and delays
- Travel time savings for HOV users
- Increase overall person-trip capacity in the I-580 corridor
- Encourage HOV and transit usage
- Improve transit connectivity
- Improve freeway operations and safety
- Accommodate BART in the I-580 median